



# **BISBEE MUNICIPAL AIRPORT**

## **Bisbee, Arizona**

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### AIRPORT MASTER PLAN - 1999

### PREFACE

#### PROJECT INTRODUCTION: GENERAL OBJECTIVES

The joint-venture firms of Gannett Fleming, Inc. and Nicholas J. Pela & Associates were retained by the City of Bisbee, Arizona to prepare a comprehensive Airport Master Plan Study for the Bisbee Municipal Airport, which includes development of an updated Airport Layout Plan (ALP) set.

In the Master Plan study, analysis is made of the factors affecting the future development of the airport, and recommendations are presented which, when implemented, will assure that the airport will develop consistent with the demand placed upon it, and with the goals of the City of Bisbee.

The Master Plan study focuses on three major points:

- To provide recommendations for cost-effective maintenance, repair and rehabilitation of the existing airport infrastructure to assure a safe operating environment, and provide an attractive location for future aeronautical and business activity.
- To provide realistic recommendations for future airport improvements which will assure that the airport will accommodate its future demand, in terms of aviation safety and capacity as well as future growth.
- To identify realistic alternatives for future airport development.

The twenty-one year planning period of the Master Plan covers calendar years 1999 through 2020.

PROJECT  
APPROACH -  
THE PAC PROCESS

The master planning process utilizes the "Planning Advisory Committee" (or PAC) team approach. PAC team members are persons who are interested in the outcome of the airport planning process, and who are willing and able to commit the time and resources necessary to provide timely review of all information submitted by the Consultant.

The PAC members included representatives from a cross section of the community who will be affected by the outcome of the Master Plan. The Consultant team and a representative from ADOT - Aeronautics also served on the PAC team as non-voting, advisory members.

The PAC consisted of the Bisbee Municipal Airport Advisory Board, ADOT-Aeronautics representative and the Consultant staff. The participants are:

Robert Page (Chairman) . Bisbee, Arizona

Les Woslagerl ..... Bisbee, Arizona

Ronald Jarvis ..... Hereford, Arizona

Peter Levine ..... Bisbee, Arizona

John Harris ..... Bisbee, Arizona

Art Kleinschmidt ..... Bisbee, Arizona

Richard F. Soto ..... City of Bisbee Liaison (Airport Mgr.)

Ray Boucher ..... ADOT - Aeronautics

Nicholas J. Pela ..... Nicholas J. Pela & Associates

Ronald D. Schreier, PE .. Gannett Fleming, Inc.

Kristina M. Fields ..... Gannett Fleming, Inc.

Review of the Master Plan documents by the PAC is undertaken on a progressive basis during the project term. Each PAC member begins with an empty notebook (the PAC Workbook). As each phase of the Plan is completed by the Consultant, draft Working Papers are prepared and copies are distributed to each PAC member for review.

PAC meetings are scheduled at key points in the planning process in order to discuss and ultimately approve each planning element Working Paper, as submitted by the Consultant. The PAC members are individually responsible for timely review of the information, and for active participation in each PAC meeting.

As each progressive element of the planning document is completed by the Consultant team and approved by the PAC, it becomes a part of the PAC Workbook. When all elements of the work are completed, the PAC Workbook is approved and becomes the final Master Plan.

## INITIAL PAC GOALS

The Bisbee Municipal Airport Advisory Board developed a prioritized list of initial goals for airport improvement prior to the first PAC meeting. These are as follows:

### Short Term Goals:

1. Develop a Jet-A fuel farm because of the high demand for jet fuel by potential airport users.
2. Rehabilitate and upgrade the airport's electrical service and facilities.
3. Repair the Non Directional Beacon (NDB) as a means to increase traffic and revenues.
4. Construct additional T-Shades to meet the present demand for covered parking.
5. Acquire a computer for flight planning and weather information.
6. Install fire protection equipment, including hydrants and fire fighting gear.

### Long Term Goals:

1. Resurface Runway 17-35 and taxiways. There have been many complaints regarding loose aggregate.
2. Improve the existing City owned hangars.
3. Construct Tee Hangars to meet the present demand.
4. Pave Runway 2-20 (crosswind landing strip).
5. Develop airport camping facilities.

## WORK OUTLINE

The project began with inventories and field investigation of the airport's existing facilities, as well as research of existing demographic, economic, and other record information. The background information was compiled to use as a basis for the planning work, layouts and projections. This information is presented in Section 1, Introduction, Background & Inventory, along with relevant historical data.

The Consultant team then developed forecasts of aviation activity for the planning period. This is presented in Section 2, Forecasts of Aviation Activity.

A general schedule of recommended facility improvements was developed, based on the results of the forecast projections and on input from the PAC team. This is

included in Section 3, Airport Facility Requirements.

The next phase of the work consists of the development of alternatives for future development of the airport. The alternatives include options for maintaining the airport in its present configuration with recommendations for safety-related improvements, and expansion of the airport so that it can accommodate some larger business aircraft, as well as a "no development" option (see Section 4, Development Alternatives).

A summary evaluation of the proposed development plan for potential environmental impacts, including coordination with state and federal jurisdictional agencies, is contained in Section 5, Environmental Factors.

After selection of an alternative for future development by the PAC, the general development recommendations are refined, and a schedule of estimated construction costs and an Airport Layout Plan (ALP) set are prepared. The ALP is submitted to the FAA for approval as the official planning document for future development at the Bisbee Municipal Airport. See Section 6, Airport Layout & Development Phasing Plan.

Section 7 of the Master Plan consists of a Financial Plan for the airport.

#### "THROUGH-THE-FENCE" OPERATION

During the preparation of this Airport Master Plan, the City of Bisbee negotiated an agreement with an adjacent property owner (Bill Seibold) who planned to construct an Airpark, including hangars and an access taxiway which would connect to the existing public-use taxiways and Runway 17-35.

In 1979, the City of Bisbee had sold three adjoining lots to private entities for commercial development. The three lots total 20 acres. The airport property was originally deeded to the City of Bisbee by the Phelps Dodge Corporation. No FAA funds were used for land acquisition, and the land that was sold was not in airport use.

In order to provide future access to the runway from the lots, the City had also granted two "Private Taxiway" easements. This was accomplished on February 6, 1980 by the City Council, at the request of the adjoining property owners.

The adjacent property to be developed included only one of the original three lots. The initial development includes construction of an 8-unit "T" hangar structure as well as paved access taxiways. Future plans include additional hangars and taxiways.

In order to ensure orderly and equitable development by both the City and the adjacent land owners, and to ensure compliance with FAA grant assurances and regulations, the City of Bisbee developed the Bisbee Aviation Code. This Code was

adopted by the Bisbee City Council on June 6, 2000 as Resolution 00-09. The Ordinance adopting the Code (No. 0-00-11) is included in Appendix B of this report.

Construction of the initial development phase of the Seibold property was completed during the completion of the Final Master Plan documents, and was added to the Airport Layout Plan.